



UNITED STATES ENVIRONMENTAL PROTECTION AGENCY

REGION 6
1445 ROSS AVENUE, SUITE 1200
DALLAS TX 75202-2733

OCT 04 2016

CERTIFIED MAIL: RETURN RECEIPT REQUESTED, #9590 9401 0007 5205 8869 56
GENERAL NOTICE LETTER
URGENT LEGAL MATTER - PROMPT REPLY NECESSARY

Hollywood Marine Inc
c/o Kirby Inland Marine, LP
Registered Agent
d/b/a CSC-Lawyers Incorporating Service Company
211 E. 7th Street, Suite 620
Austin, Texas 78701-3136



**Re: SBA Shipyard Superfund Site, Jennings, Jefferson Davis Parish, Louisiana;
CERCLIS #: LAD008434185; General Notice Letter**

Dear Madam/Sir:

The purpose of this letter is to provide Hollywood Marine Inc. (hereinafter is referred to as "Hollywood Marine Inc." "you" or "your"), with written notice of your potential liability at the SBA Shipyard Superfund Site ("Site") located in Jennings, Jefferson Davis Parish, Louisiana. Information available to the U.S. Environmental Protection Agency ("EPA" or the "Agency") indicates that Hollywood Marine Inc. may be responsible for the cleanup or costs of cleanup of the contamination found at the Site under the Comprehensive Environmental Response, Liability, and Compensation Act ("CERCLA").

Under CERCLA, the EPA is responsible for responding to the release or threat of release of hazardous substances, pollutants or contaminants into the environment – that is, for stopping further contamination from occurring and for cleaning up or otherwise addressing any contamination that has already occurred. The EPA has documented that such a release or threat or release has occurred at the SBA Shipyard Superfund Site. The EPA has spent public funds to investigate and control releases of hazardous substances or potential releases of hazardous substances at the Site.

Explanation of Potential Liability

Under Sections 106(a) and 107(a) of CERCLA, 42 U.S.C. §§ 9606(a) and 9607(a), potentially responsible parties ("PRPs") may be required to perform cleanup actions to protect the public health and welfare or the environment. PRPs may also be responsible for costs incurred by the EPA in cleaning up the Site. PRPs include current and former owners and operators of the Site, as well as persons who sent or transported hazardous substances to the Site for disposal or treatment or who arranged for the disposal or treatment of hazardous substances at the Site.

Based on the information collected, the EPA believes that Hollywood Marine Inc. may be liable under Section 107(a) of CERCLA, with respect to the SBA Shipyard Superfund Site, as an arranger, who by contract or agreement, arranged for the disposal, treatment, or transportation of hazardous substances at the Site.

Site History

The Site is situated on approximately 98 acres of land located in a rural-industrial area at 9040 Castex Landing Road, Jennings, Jefferson Davis Parish, Louisiana 70546. The Site is within Section 19 of Range 2W, Township 10S and is located at the end of Louisiana Highway 3166) which is on the west bank of the Mermentau River. The Site is approximately four miles southeast of downtown Jennings and two miles southwest of the village of Mermentau. The Site is bordered to the north by residents, south and west by wetlands, and east by the Mermentau River and wetlands.

The Site primarily consists of two separately-owned parcels of property, one southern and one northern. The southern and northern properties are generally divided by a property line that runs just north of the large barge slip Suzanne Smailhall Cornelius, (heir of Louis Smailhall, principal of SBA Shipyards, Inc.) and SBA Shipyards, Inc. (now inactive) own the southern property, which historically was operated as a barge cleaning operation. Bunge Street Properties, LLC, f/k/a Leevac Shipyards, Inc., owns the northern property, which historically was operated as a vessel construction and repair operation.

SBA Shipyards, Inc. ("SBA") began operations at the Site on about 1965. Initially, it performed vessel construction and repair operations on what is now the northern parcel. In the 1970s, SBA constructed the graving dock on the northern parcel and dredged the barge slip and constructed the barge cleaning facility on what is now the southern parcel. Leevac Shipyards, Inc. ("Leevac") entered into a lease with option to purchase for the northern vessel construction and repair facility with SBA in 1993. Leevac operated vessel construction and repair operations on the northern parcel beginning in 1993. Leevac then exercised its option to purchase in 1998 and acquired the northern parcel at that time and continued its operations. SBA continued to operate its barge cleaning operations on the southern parcel up until approximately 2006, when Mr. Smailhall died.

Vessel construction and repair utilized two launch slips with on-land rails to haul and launch vessels and eventually a graving dock with a moving gate where a vessel could enter and the dock de-watered to allow construction and repairs on dry land. Both SBA and Leevac activities included sandblasting, cutting and painting, as well as fabricating and repairing vessels. Barge cleaning operations were conducted by SBA only on the southern parcel. SBA converted a small barge placed on land adjacent to the barge slip into its "boiler barge," which it used to generate steam for use in cleaning barges and it also served as the barge cleaning control room.

SBA cleaned barges and other vessels that had contained as last cargos a variety of materials, including, but not limited to: acrylates, asphalt, carbon tetrachloride, coal tar, coke oven tar, carbon black, carbon oil, , caustic soda, creosote, cumene, black oil and black oil slop, bunker crude, diesel fuel, heavy grease, waste water, ethyl acrylates, kerosene, lube oil, methanol, number 6 oil , rust, scale, styrene, sour gas oil, soy bean oil, sulphuric acid, tallow, and vinyl acetate.

SBA used a large partially buried barge, as well as above-grade tanks constructed from cut-up barges, to store liquids, sludges, solids and other materials during the barge cleaning process. SBA also constructed and used an unlined surface impoundment called the Oil Pit to store liquids, sludges, solids and other materials. Aside from the Oil Pit, SBA used three other unlined surface impoundments, called Water Pits 1, 2 and 3, to receive wastewater, sludges and solids from the barge cleaning process.

In December 10, 2002, EPA entered into an Order and Agreement for Interim Measures/Removal Action (IM/RA) of Hazardous/Principal Threat Wastes at SBA Shipyards, Inc., Docket No. RCRA-6-2002-0908, pursuant to RCRA Section 3008(h) ("2002 Order/Agreement") with SBA and SSIC Remediation, LLC ("SSIC"), an entity formed by certain former customers of SBA's barge cleaning operations to conduct this work. Interim removal activities were conducted from March 2001 through January 2005 under the 2002 Order/Agreement. Interim removal activities consisted of the removing, solidifying, and recycling and/or disposing off-site the waste in the Oil Pit and Water Pit 2 and then over-excavation of the Oil Pit and Water Pit 2; removal and scrapping of above ground storage tanks; draining and refilling of Water Pit 3; removing all pumpable materials from the partially buried barge and disposing those materials off-site, then welding shut all hatches to that barge; and surface scrapping of all visible materials from a former land treatment unit (FLTU). By letter dated February 24, 2006, EPA Region 6's RCRA branch reviewed and approved the completion report of the IM/RA activities and concluded that the completion report fulfilled the 2002 Order/Agreement. The IM/RA, however, was intended as an interim response; hazardous substance remained onsite after the IM/RA.

In October 2012, the U.S. Coast Guard and the LDEQ responded to a reported release at the barge cleaning portion of the Site from an attempt to scrap the "boiler barge" and the partially buried storage barge by parties contracted by the owner of the southern portion of the Site. During 2014 to 2015, EPA conducted a CERCLA emergency removal action and an Oil Pollution Act of 1990 removal action after LDEQ reported barge scrapping activities and releases of visible liquids at the Site.

Between December 2012 and September 2014, EPA conducted a preliminary assessment, site inspection, and expanded site inspection. As part of EPA activities, the Agency conducted sampling activities at the Site. During those site activities, EPA sampling documented releases or threats of releases of hazardous substances in the subsurface and groundwater of the Site, the Mermentau River, and wetlands surrounding the Site. Numerous hazardous substances were identified at the Site including petroleum hydrocarbons, numerous polycyclic aromatic hydrocarbons, dioxins/furans, metals, and volatile organic compounds. Petroleum and non-petroleum substances found at portions of the Site are or were comingled.

Information to Assist You

The EPA would like to encourage communication between you, other PRPs, and EPA at the Site. The EPA is in the process of negotiating a remedial investigation/feasibility study administrative settlement and order on consent ("ASAOC") for the Site with some of the potentially responsible parties. If you'd like to discuss the opportunity to join this ongoing settlement, please contact counsel representing the group of potentially responsible parties below within **30 days** of receipt of this Notice Letter:

Michael A. Chernekoff
Partner
Jones Walker LLP
1001 Fannin St., Ste. 2450
Houston, Texas 77002
(713) 437-1827
mchernekoff@joneswalker.com

We encourage you to give this matter your immediate attention and request. The EPA plans to finalize the ASAOA after the 30-day response period for this General Notice. If you choose not to join the ongoing settlement discussions or pursue other options to satisfy your potential liability with the EPA, the EPA will evaluate enforcement options, including issuing special notice letters to all potentially liable parties known to the EPA at that time.

Also included in this letter to assist you are: the evidentiary documents as Enclosure A; the Small Business Resource Fact Sheet as Enclosure B; and the parties receiving this letter as Enclosure C.

Financial Concerns/ Ability-to-Pay Settlements

The EPA is aware that the financial ability of some PRPs to contribute toward the payment of response costs at a site may be substantially limited. In accordance with Section 122(g)(7) of CERCLA, 42 U.S.C. § 9622(g)(7), the EPA will review financial information that you submit in order to determine whether you have an inability or a limited ability to pay response costs incurred at the Site. As part of this review, the EPA will take into consideration your overall financial condition and demonstrable constraints on your ability to raise revenue. Based upon the financial information that you may submit, EPA will determine whether it can qualify for a reduction in the settlement amount and/or an alternative payment method within the meaning of Section 122(g)(7) of CERCLA, 42 U.S.C. § 9622(g)(7).

If you believe that you qualify for a reduction in any settlement amount and/or alternative payment amount under the criteria described in the paragraphs above, please contact Mr. Talton, at 214-665-7475 for information on "Ability to Pay Settlements." In response, you will receive a package of information about the potential for such settlements and an information request for your relevant financial information, and you will be asked to submit financial records including business federal income tax returns. If the EPA concludes that you have a legitimate inability to pay the full amount of the response costs, the EPA may offer a schedule for payment over time or a reduction in the total amount demanded from you.

Also, please note that because the EPA has a potential claim against you, if your financial status changes in any significant way, e.g., filing for bankruptcy, you must include the EPA as a creditor. The EPA reserves the right to file a proof of claim or an application for reimbursement of administrative expenses.

Resources and Information for Small Businesses

As you may be aware, on January 11, 2002, President Bush signed into law the Superfund Small Business Liability Relief and Brownfields Revitalization Act. This Act contains several exemptions and defenses to CERCLA liability, which we suggest that all parties evaluate. You may download a copy of the law at <http://www.gpo.gov/fdsys/pkg/PLAW-107publ118/pdf/PLAW-107publ118.pdf> and review the EPA guidances regarding these exemptions at <http://cfpub.epa.gov/compliance/resources/policies/cleanup/superfund/>.

The EPA has created a number of helpful resources for small businesses. The EPA has established the National Compliance Assistance Clearinghouse as well as Compliance Assistance Centers which offer various forms of resources to small businesses. You may inquire about these resources at <http://www.epa.gov/compliance/compliance-assistance-centers>. In addition, the EPA Small Business Ombudsman may be contacted at <http://www.epa.gov/resources-small-businesses/forms/contact-us-about-resources-small-businesses>. Finally, the EPA has developed a fact sheet about the Small Business Regulatory Enforcement Fairness Act (SBREFA) and information on resources for small businesses, which is enclosed with this letter as Enclosure B and available on the Agency's website at <http://www.epa.gov/compliance/small-business-resources-information-sheet>.

Thank you in advance for your cooperation. We look forward to working closely with you in the future. If you have any questions regarding the notice or any of the documentation included, please contact Mr. Talton at 214-665-7475 or talton.chuck@epa.gov. Questions concerning legal matters should be directed to the EPA site attorney, Ms. I-Jung Chiang, at 214-665-2160 or chiang.i-jung@epa.gov. Thank you for your attention to this matter.

Sincerely yours,



Ben Banipal, P.E., Branch Chief
Technical and Enforcement Branch
Superfund Division

Enclosures:

- A Evidentiary Documents
- B Small Business Resource Fact Sheet
- C Parties Receiving General Notice letter

ENCLOSURE A

**SBA SHIPYARD SUPERFUND SITE
JENNINGS, JEFFERSON DAVIS PARISH, LOUISIANA
GENERAL NOTICE LETTER**

EVIDENTIARY DOCUMENTATION

Invoices and/or Marine Chemist Certificates

SERIAL NO. D 74553

Survey Requested by SBA SHIPYARD Vessel Owner or Agent MAGNANA OIL
HOLLYWOOD MARINE Date 10-17-87
Vessel HOLLYWOOD 2802 Type of Vessel TANK BARGE Specific Location of Vessel SBA MARMENTA
Cargo CRUDE OIL NO. 6 OIL Test Method DRAGER TUBE Time Survey Completed 4:00 PM
List Three (3) Cargoes

ALL CARGO TANKS (1-5 PDS) - LESS THAN 100 PM BENZENE
WITH AIR VENT. (MIN 500 CFM)
GENERALLY CLEAN, FEW
GREASY SPOTS,
SAFE FOR WORKERS
SAFE FOR HOT WORK
WITH AIR BLOWN IN WORKTANKS
(MIN. 500 CFM).

CARGO LINES & DEED WHEEL PUMP - AIR BLOWN,
SAFE FOR HOT WORK
WITH AIR ON LINES.

STEAM COILS - AIR BLOWN, SAFE FOR HOT WORK

WING TANKS (1-7 PDS) > CLEAN, EXCEPT SOME OLD COATING
FORWARD RACE HAVE FIREWATCH WITH CHARGED
FIRE HOSE ON STANDBY, THEN
SAFE FOR WORKERS, SAFE FOR HOT WORK

AFT TEE RACE - WATER.

In the event of any physical or atmospheric changes adversely affecting the STANDARD SAFETY DESIGNATIONS assigned to any of the above spaces, or if in any doubt, immediately stop all work and contact the undersigned Marine Chemist.

QUALIFICATIONS: Transfer of ballast or manipulation of valves or closure equipment tending to alter conditions in pipe lines, tanks or compartments subject to gas accumulation, unless specifically approved in this Certificate, requires inspection and endorsement or release of Certificate for the spaces so affected. All lines, vents, heating coils, valves, and similarly enclosed appurtenances shall be considered "not safe" unless otherwise specifically designated.

STANDARD SAFETY DESIGNATIONS (partial list, paraphrased from NFPA 306 Subsections 1-6.1 through 1-6.4, and Subsection 5-3.2).

SAFE FOR WORKERS: Means that in the compartment or space so designated: (a) the oxygen content of the atmosphere is at least 19.5 percent by volume; and that, (b) toxic materials in the atmosphere are within permissible concentrations; and that, (c) the residues are not capable of producing toxic materials under existing atmospheric conditions while maintained as directed on the Marine Chemist's Certificate.

NOT SAFE FOR WORKERS: Means that in the compartment or space so designated, the requirements of Safe for Workers have not been met.

SAFE FOR HOT WORK: Means that in the compartment so designated: (a) oxygen content of the atmosphere is at least 19.5 percent by volume, with the exception of inerted spaces or where external hot work is to be performed; and that, (b) the concentration of flammable materials in the atmosphere is below 10 percent of the lower flammable limit; and that, (c) the residues are not capable of producing a higher concentration than permitted by (b) above under existing atmospheric conditions in the presence of fire, and while maintained as directed on the Marine Chemist's Certificate; and further, that, (d) all adjacent spaces containing or having contained flammable or combustible materials have been cleaned sufficiently to prevent the spread of fire, or are satisfactorily inerted, or, in the case of fuel tanks or tube oil tanks, or engine room or fire room bilges, have been treated in accordance with the Marine Chemist's requirements.

NOT SAFE FOR HOT WORK: Means that in the compartment so designated, the requirements of Safe for Hot Work have not been met.

SAFE FOR REPAIR YARD ENTRY: Means that the compartments and spaces of the flammable cryogenic liquid carrier so designated: (a) have been tested by sampling at remote sampling stations, and results indicate the atmosphere tested to be above 19.5 percent oxygen, and less than 10 percent of the lower flammable limit, or (b) are inerted.

CHEMIST'S ENDORSEMENT. This is to certify that I have personally determined that all spaces in the foregoing list are in accordance with NFPA 306 Control of Gas Hazards on Vessels and have found the condition of each to be in accordance with its assigned designation.

"The undersigned acknowledges receipt of this Certificate under Section 2-3 of NFPA 306 and understands conditions and limitations under which it was issued."

This Certificate is based on conditions existing at the time the inspection herein set forth was completed and is issued subject to compliance with all qualifications and instructions.

Signed Louis Marshall SBA 10-17-87 Signed W.B. Halsey #537
Name Date Marine Chemist Certificate No.

MARINE CHEMIST, INC. OF TEXAS
P. O. Box 3602 Houston, Texas 77004
(713) 631-0403, 631-4872, 631-4873
E. L. Heston 637 E. L. Heston 637

MARINE CHEMIST CERTIFICATE

SERIAL NO. D 74594

W.I.O. 1013

HOLLYWOOD

11-17-87

Survey Requested by

Vessel Owner or Agent

Date

Vessel

Type of Vessel

Specific Location of Vessel

Last Three (3) Cargoes

Test Method

Time Survey Completed

ALL CARGO TANKS (1-7) — GENERALLY CLEAN, SOME
SCATTERED RESIDUE, HAVE
FIREWATCH WITH CHARGED
FIREHOSE ON STANDBY, THEN
SAFE FOR WORKERS,
SAFE FOR HOT WORK,
AIR VENT. (MIN 500 CFM)
IN WORK TANK.

WING TANKS 1-7 — SOME OLD COATING, HAVE
FIREWATCH WITH CHARGED
FIREHOSE ON STANDBY, THEN
SAFE FOR WORKERS
SAFE FOR HOT WORK.
NOTE: AIR FRAKE HAS SOME WHITE

STEAM LINES — AIR BLOWN, SAFE FOR HOT WORK.

CARGO TANKS 1-7 — OPEN, DRAINED.

In the event of any physical or atmospheric changes adversely affecting the STANDARD SAFETY DESIGNATIONS assigned to any of the above spaces, or if in any doubt, immediately stop all work and contact the undersigned Marine Chemist.

QUALIFICATIONS: Transfer of ballast or manipulation of valves or closure equipment tending to alter conditions in pipe lines, tanks or compartments subject to gas accumulation, unless specifically approved in this Certificate, requires inspection and endorsement or release of Certificate for the spaces so affected. All lines, vents, heating coils, valves, and similarly enclosed appurtenances shall be considered "not safe" unless otherwise specifically designated.

STANDARD SAFETY DESIGNATIONS (partial list, paraphrased from NFPA 306 Subsections 1-6.1 through 1-6.4, and Subsection 5-3.2).

SAFE FOR WORKERS: Means that in the compartment or space so designated: (a) the oxygen content of the atmosphere is at least 19.5 percent by volume; and that, (b) toxic materials in the atmosphere are within permissible concentrations; and that, (c) the residues are not capable of producing toxic materials under existing atmospheric conditions while maintained as directed on the Marine Chemist's Certificate.

NOT SAFE FOR WORKERS: Means that in the compartment or space so designated, the requirements of Safe for Workers have not been met.

SAFE FOR HOT WORK: Means that in the compartment so designated: (a) oxygen content of the atmosphere is at least 19.5 percent by volume, with the exception of inerted spaces or where external hot work is to be performed; and that, (b) the concentration of flammable materials in the atmosphere is below 10 percent of the lower flammable limit; and that, (c) the residues are not capable of producing a higher concentration than permitted by (b) above under existing atmospheric conditions in the presence of fire, and while maintained as directed on the Marine Chemist's Certificate; and further, that, (d) all adjacent spaces containing or having contained flammable or combustible materials have been cleaned sufficiently to prevent the spread of fire, or are satisfactorily inerted, or, in the case of fuel tanks or lube oil tanks, or engine room or fire room bilges, have been treated in accordance with the Marine Chemist's requirements.

NOT SAFE FOR HOT WORK: Means that in the compartment so designated, the requirements of Safe for Hot Work have not been met.

SAFE FOR REPAIR YARD ENTRY: Means that the compartments and spaces of the flammable cryogenic liquid carrier so designated: (a) have been tested by sampling at remote sampling stations, and results indicate the atmosphere tested to be above 19.5 percent oxygen, and less than 10 percent of the lower flammable limit, or (b) are inerted.

CHEMIST'S ENDORSEMENT. This is to certify that I have personally determined that all spaces in the foregoing list are in accordance with NFPA 306 Control of Gas Hazards on Vessels and have found the condition of each to be in accordance with its assigned designation.

"The undersigned acknowledges receipt of this Certificate under Section 2-3 of NFPA 306 and understands conditions and limitations under which it was issued."

This Certificate is based on conditions existing at the time the inspection herein set forth was completed and is issued subject to compliance with all qualifications and instructions.

Signed

Name

Company

Date

Signed

Marine Chemist

Certificate No.

NOTE: THIS CERTIFICATE IS VALID ONLY ON MARINE VESSELS

Survey Requested by S.E.F. S.V. Vessel Owner or Agent HOLLYWOOD Date 5-9-88
Vessel HOLLYWOOD 2523 Type of Vessel TANK BARGE Specific Location of Vessel SEA/TENNIS
Last Three (3) Cargoes CRUDE OIL / # 6 OIL Test Method O = HEL / VISUAL / TUBE Time Survey Completed 9:00 AM

TRUST ON DRY DOCKING

BOW RAKE } SAFE FOR WORKERS
STERN RAKE } SAFE FOR HOTWORK

CARGO TANKS
No. 1-2-3-4-5 P/S - SAFE FOR HOTWORK
ENTER WITH RESTRICTIONS
HALF FACE RESPIRATOR REQUIRED
FOR ENTRY OVER 2 HOURS.
LESS THAN 2 PPM

DECK STEP TANKS (2) - SAFE FOR HOTWORK

STEAM COILS - BLOWN WITH AIR - SAFE FOR HOTWORK

CABLE LINES - DRAINED - NOT SAFE FOR HOTWORK

PORTABLE AIR VENTILATION REQD IN CARGO TANKS
DURING ENTRY AND WORK.

In the event of any physical or atmospheric changes adversely affecting the STANDARD SAFETY DESIGNATIONS assigned to any of the above spaces, or if in any doubt, immediately stop all work and contact the undersigned Marine Chemist.

QUALIFICATIONS: Transfer of ballast or manipulation of valves or closure equipment tending to alter conditions in pipe lines, tanks or compartments subject to gas accumulation, unless specifically approved in this Certificate, requires inspection and endorsement or release of Certificate for the spaces so affected. All lines, vents, heating coils, valves, and similarly enclosed appurtenances shall be considered "not safe" unless otherwise specifically designated.

STANDARD SAFETY DESIGNATIONS (partial list, paraphrased from NFPA 306 Subsections 1-6.1 through 1-6.4, and Subsection 5-3.2).

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SAFE FOR HOT WORK: Means that in the compartment or space so designated: (a) oxygen content of the atmosphere is at least 19.5 percent by volume, with the exception of inerted spaces or where external hot work is to be performed; and that, (b) the concentration of flammable materials in the atmosphere is below 10 percent of the lower flammable limit; and that, (c) the residues are not capable of producing a higher concentration than permitted by (b) above under existing atmospheric conditions in the presence of fire, and while maintained as directed on the Marine Chemist's Certificate; and further, that, (d) all adjacent spaces containing or having contained flammable or combustible materials have been cleaned sufficiently to prevent the spread of fire, or are satisfactorily inerted, or, in the case of fuel tanks or lube oil tanks, or engine room or fire room bilges, have been treated in accordance with the Marine Chemist's requirements.

NOT SAFE FOR HOT WORK: Means that in the compartment so designated, the requirements of Safe for Hot Work have not been met.

SAFE FOR REPAIR YARD ENTRY: Means that the compartments and spaces of the flammable cryogenic liquid carrier so designated: (a) have been tested by sampling at remote sampling stations, and results indicate the atmosphere tested to be above 19.5 percent oxygen, and less than 10 percent of the lower flammable limit, or (b) are inerted.

CHEMIST'S ENDORSEMENT. This is to certify that I have personally determined that all spaces in the foregoing list are in accordance with NFPA 306 Control of Gas Hazards on Vessels and have found the condition of each to be in accordance with its assigned designation.

"The undersigned acknowledges receipt of this Certificate under Section 2-3 of NFPA 306 and understands conditions and limitations under which it was issued."

This Certificate is based on conditions existing at the time the inspection herein set forth was completed and is issued subject to compliance with all qualifications and instructions.

Signed

[Signature]
Company

Date

5/9/88

Signed

[Signature]
Marine Chemist

Certificate No.



S. B. A. SHIPYARDS, INC.

P. O. BOX 1386

JENNINGS, LOUISIANA 70546

PHONE (318) 824-1519

TANK BARGE "HOLLYWOOD 2511
and/or charters and/or OWNERS
HOLLYWOOD MARINE INC.
POST OFFICE BOX 1343
HOUSTON, TEXAS 77251

ATT: MR. WILLIE MUNSON

INVOICE NO. 3 - 3 (90)

WORK ORDER NO. 1153

DATE MARCH 8 19 90

P.O. NO. 91621

RED LETTER CLAUSE

We contract only upon the following terms, applicable to every contract: in the case of a vessel we have a lien upon the vessel for our bill; all time contracts are subject, without responsibility on our part, to delay in case of strike, labor difficulties, fire or causes beyond our control; or liability in case of defective workmanship or material is limited strictly to the proper replacement thereof. In respect of loss and/or damage to the vessel, we will not be responsible unless reported in writing within sixty days of delivery. This is in lieu of all other warranty.

Futhermore, we undertake to perform work on vessels and provide berth, warage, towage and other services and facilities only upon condition that we shall not be liable in respect to any one vessel, directly or indirectly in contract, tort or otherwise, to its owners, charterers or underwriters for any injury to such vessel, its cargo, equipment or movable stores, or for any consequences thereof, unless such injury is caused by our negligence or the negligence of our employees and in no event shall our aggregate liability to all such parties in interest for damage sustained by them, as a result of such injury, exceed the sum of \$300,000.00.

"In connection with the accident and/or indemnity and/or insurance clauses, if any, contained in your specifications relating to liability for personal injuries, please note that we do not agree to same, insofar as they undertake to impose any liability or any obligations to take out or maintain insurance beyond the liabilities or the obligations to insure imposed upon us by law."


WE INVOICE YOUR ACCOUNT FOR REPAIRS TO HOLLYWOOD

2511 as PER ATTACHED SHEET:

TOTAL LABOR AND MATERIAL - - - - - \$ 22,500.00

1% STATE SALES TAX - - - - - 225.00

TOTAL INVOICE AMOUNT DUE - - - - - \$ 22,725.00

CHECKED BY 

S.B.A. SHIPYARDS, INC.
JENNINGS, LOUISIANA

INVOICE 3-3 (90)
WORK ORDER # 1153
DATE: MARCH 8, 1990
P.O.# 91621

TANK BARGE "HOLLYWOOD 2511
and/or CHARTERS and/or OWNERS
HOLLYWOOD MARINE INC.
P. O. BOX 1343
HOUSTON, TEXAS 77251

INVOICE FOR REPAIRS AS PER PRO RATA SHARE AS
FAXED TO ME BY MR. JOHN LABORDE 3/1/90 AND
REPAIRS AS AUTHORIZED BY YOUR MR BILL SWINNEY
AS FOLLOWS:

- 1/3 - Liquid - Tow - 76*
1. 2/3 of combined gas freeing, chemist certificate
and shifting- - - - - \$ 9,775.00
 2. Crop and renew 3' x 35'5" x 1/2" stern transon
bottom knuckle. Crop and renew Internals in way
of knuckle replacement. Air test void, sand
blast and epoxy coat areas of repairs.
LABOR AND MATERIALS- - - - - 5,148.00
 3. Renew wasted emergency shut down pipe as directed.
LABOR AND MATERIAL- - - - - 800.00
 4. Renew stb. bilge knuckle-#5 Stb tank aft 75' x 19"x
1/2" formed plate. Renew port knuckle on Aft
corner 3' x 19" x 1/2" plate. Blast and epoxy coat.
LABOR AND MATERIALS- - - - - 4,500.00
 5. Dry docking necessary to make repairs- - - - - 600.00
 6. 132 internal breaks in cargo tanks and fwd. rake.
Crop and install new 3/4" rub plate after transon.
35 len feet of rewelding through out exterior as
directed by Mr. Bill Swinney.
LABOR AND MATERIALS- - - - - 1,677.00
-
- TOTAL LABOR AND MATERIALS- - - - - \$ 22,500.00
- 1% STATE SALES TAX- - - - - 225.00
-
- INVOICE AMOUNT DUE- - - - - \$ 22,725.00

1514 Van Buren
Deer Park, Texas 77536
713/479-7155

Hollywood P.O. _____

27 Feb 90

Julia

No 1153

SBA SHIPYARDS, INC.

Work Order

WHITE-OFFICE
BLUE-JOB
GREEN-SMAIHALL
YELLOW-WAREHOUSE

WO# 1153
HULL No.

PREPARED BY: Paul L. Borden DATE 2-12-90

NAME OF VESSEL OR EQUIPMENT: Tank Barge - Hollywood 2511

OWNER: Company - PO Box 408 CUST. ORDER NO. John L. Borden

DATE STARTED Orange Texas 77630 DATE COMPLETED

2-12-90 DATE BILLED INVOICE NO.

WORK TO BE DONE:

1. Gun Free & Clean 300V 50X11' 14 tank oil Barge - Incl Barge high at 12000. to include Pipe lines - Pumps wells etc. Rubber Ends. Open & Check stop tank. Safe For new Safe For fire -
 2. Gun Free Chemist Cert.
 3. Dry dock Barge in marine railway. Stern First. Shift & shell. Bow first if requested - undock
 4. Steel work as directed - Knuckle
- SPECIAL MATERIAL TO BE ORDERED:
- 4 Stone Vord - #2 St B. Tank -
 - 5 other repairs requested will be listed
 - 6 USCG if requested

SUB-CONTRACTS-OUTSIDE WORK:

HOLLYWOOD 2511

FEB. 2, 1990

SBA SHIPYARD

- ✓ 1. GAS FREE
- ✓ 2. GAS FREE CERTIFICATE
- ✓ 3. SHIFTING
- ✓ 4. DRY DOCK
- * 5. STERN VOID

L&M —

\$ 14,262.⁰⁰
\$ 300.⁰⁰
100.⁰⁰
600.⁰⁰

A. CROP OUT AND RENEW 1 PC BILGE KNUCKLE
3' X 32' 5" X 1/2" PLATE

L&M - 3978.⁰⁰

B. INTERNALS

C. AIR TEST VOID

70.⁰⁰

D. SAND SWEEP AND PAINT 1 COAT OF TAR
EPOXY ON NEW KNUCKLE 8 MILS.

100.⁰⁰

6. WELD (2) SMALL AREA ON TOP DECK OVER
STERN VOID

N/C

7. REWELD BILGE KNUCKLE CORNER ON PORT
SIDE STERN VOID APPROX 12"

7.00

8. STRB SIDE BILGE KNU @ #5 REWELD 14"

7.00

9. REWELD (2) PORT RUB PADS APPROX 12" EACH

9.00

10. REWELD (2) PLATE ON PORT BILGE KNUCKLE
APPROX 16" LONG.

12.00

11. REWELD FRACTURE AFT OF NO 1/2 UPPER
RUB PAD AND AIR TEST ALL OF NO. 2
STRB DECK KNUCKLE.

N&W 100.⁰⁰

12. AIR TEST #1 AND #2 DECK KNUCKLES
AND THE FWD CARGO BULKHEAD

200.⁰⁰

13. #5 STRB: RENEW (1) PC DECK HNUCKLE
8' LONG X 4' WIDE X $\frac{3}{8}$ ' SAND SWEEP AND
COAT SIDE SHELL WITH (1) COAT OF TAR
EPOXY X 8 MILS. COAT DECK WITH 1
COAT OF RED AND REPAINT WHITE
SAFTY STRIPE.

REPLACE 42" KEVEL

DECK ITEMS

L&M- 1260⁰⁰

14. BURN (2) BOLT HOLES IN PORT LIGHT STAND
AND RE/MOUNT

15. LOWER STRB LIGHT STAND TO MATCH PORT

16. INSTALL (3) NEW CARGO HATCH GASKETS AND
(1) ULLAGE HATCH GASKET.

17. REGUE (6) CARGO HATCH GASKETS
AND 2 ULLAGE HATCHES

18. REMOVE DETERIOATED EMERGENCY SHUT DOWN
CABLE PIPE AND INSTAL $\frac{1}{2}$ " PIPE NIPPLES ON
EACH ELECTRICAL CONDUIT PIPE STAND. RERUN
SHUT DOWN WIRE AND MAKE READY.

19. Remove. Clear. P/V. Value For. U.S.C.G
inspection -

L&M- 1600⁰⁰
22.614⁰⁰

75' x 17" x 20.42 } Exempt.
4 x 17" x 20.42 } 111 x 20.42
Blot & 4 P x 4 Coat new } @ 190 # -> 4500.00
work - } 80 low feet x 2' = 1600
@ 125¢ = 200.00

HOLLYWOOD 2511

SBA SHIPYARD FEB. 20, 1990

HIGMAN TOWING AND HOLLYWOOD

SUMMARY SHEET AND PRO RATA
OF COMBINED EXPENSE

1. COMBINED EXPENSE

A. GAS FREE \$ 14,262

B. GAS FREE CERTIFICATE 300

C. SHIFTING 100

\$ 14,662

HOLLYWOOD SUB-TOTAL \$ 11,074

PRO RATA OF COMBINED

EXPENSE:

$\times \frac{2}{3} \times \$ 14,662 = 9,775$

HOLLYWOOD TOTAL

\$ 20,849

22500
20849
1651
1679

HIGMAN SUB-TOTAL \$ 2,660

PRO RATA OF COMBINED

EXPENSE:

$\times \frac{1}{3} \times \$ 14,662 = 4,887$

HIGMAN TOTAL

\$ 7,547

Total 28,396
12 State tax
taken

* AGREED BETWEEN WILLIE MANSON AND

JOHN LABARGE 3-1-90

DO 24000
HTCO 20-*

SAS 102
DO- 91621

other willi
man
mike - moran

HOLLY WOOD 2511

SBA SHIPYARD FEB. 22, 1990

HILMAN TOWING INC.

1. RENEW DAMAGE DECK KNUCKLE INWAY OF
H5 STRB,

A. 1 PC 8' LONG X 4' WIDE X $\frac{3}{8}$ "

B. RENEW 1.42" REVEL

C. TEST AFFECTED AREA

D. BLAST AND PAINT AFFECTED AREA. 1,260.⁰⁰

2. REPAIR ITEMS FOR USCG INSPECTION

A. REPAIR P/S LIGHT STANDS

B. RESTORE CARGO AND ULLAGE HATCH

GASKETS

C. OPEN AND CLEAN 14 PV VALVES

D. PROVE EMERGENCY SHUT DOWN TO

USCG

E. REPAINT DRAFT MARKS, NAME

AND HAILING PORT.

1100

3. AIR TEST H1 P/S CARGO TANKS

INCLUDING THE BULKHEAD IN THE

FWD VOID AND DECK KNUCKLES

200

4. REWELD SIDE SHELL FRACTURE NEXT

TO THE UPPER RUB PAD AND TEST

THE ENTIRE SIDE SHELL AND DECK

KNUCKLE

100

HILMAN SUB TOTAL

2660.⁰⁰



S. B. A. SHIPYARDS, INC.

P. O. BOX 1386

JENNINGS, LOUISIANA 70546

PHONE (318) 824-1519

TANK BARGE "HOLLYWOOD 2511"
and/or OWNERS and/or CHARTERS
HIGMAN TOWING CO.
P. O. BOX 908
ORANGE, TEXAS 77630
ATT: MR. JOHN LaBORDE

INVOICE NO. 3 - 4 (90)
WORK ORDER NO. 1153
DATE MARCH 8th 1990
P. O. NO. 34090

RED LETTER CLAUSE

We contract only upon the following terms, applicable to every contract: in the case of a vessel we have a lien upon the vessel for our bill; all time contracts are subject, without responsibility on our part, to delay in case of strike, labor difficulties, fire or causes beyond our control; or liability in case of defective workmanship or material is limited strictly to the proper replacement thereof. In respect of loss and/or damage to the vessel, we will not be responsible unless reported in writing within sixty days of delivery. This is in lieu of all other warranty.

Futhermore, we undertake to perform work on vessels and provide berth, warfage, towage and other services and facilities only upon condition that we shall not be liable in respect to any one vessel, directly or indirectly in contract, tort or otherwise, to its owners, charterers or underwriters for any injury to such vessel, its cargo, equipment or movable stores, or for any consequences thereof, unless such injury is caused by our negligence or the negligence of our employees and in no event shall our aggregate liability to all such parties in interest for damage sustained by them, as a result of such injury, exceed the sum of \$300,000.00.

"In connection with the accident and/or indemnity and/or insurance clauses, if any, contained in your specifications relating to liability for personal injuries, please note that we do not agree to same, insofar as they undertake to impose any liability or any obligations to take out or maintain insurance beyond the liabilities or the obligations to insure imposed upon us by law."

WE INVOICE YOUR ACCOUNT FOR REPAIRS TO HOLLYWOOD 2511

AS PER ATTACHED SHEET:

TOTAL LABOR AND MATERIAL- - - - - \$ 7,547.00

1% LOUISIANA STATE TAX- - - - - 75.47

TOTAL INVOICE AMOUNT DUE- - - - - \$ 7,622.47

CHECKED BY

[Signature]

S.B.A. SHIPYARDS, INC.
JENNINGS, LA.

INVOICE 3-4 (90)
WORK ORDER # 1153
DATE: MARCH 8, 1990
P.O.# 34090

TANK BARGE "HOLLYWOOD 2511
and/or OWNERS and/or CHARTERS
HIGMAN TOWING CO.
P. O. BOX 908
ORANGE, TEXAS 77630

INSTRUCTIONS FOR REPAIRS AS AUTHORIZED
BY YOUR FAX OF 3/1/90

1. 1/3 of combined gas freeing expense of \$ 14,662.00---- \$ 4,887.00
2. Renew damaged deck knuckle in way of #5 stb. 1 pc
8' x 4' x 3/8" shaped knuckle plate., renew one
42" kevel. Test effected repair areas..Blast and
epoxy coat deck knuckle repairs. LABOR & MATERIAL----- 1,260.00
3. Repair items for U.S.C.G. inspections;
Repair P/S light stands, Renew ullage and hatch
gaskets as required.
Open and clean 14 P/V valves
Prove emergency shut down for USCG.
Repaint name, draft marks and hailing Port, signs
as directed. LABOR AND MATERIAL----- 1,100.00
4. Air test #1 P/S cargo tanks to include Bulk Head, fwd
void & deck knuckle. LABOR AND MATERIAL----- 200.00
5. Reweld side shell fractures next to the upper Rub Bars
and test side shell & deck knuckle.
LABOR AND MATERIAL----- 100.00

TOTAL LABOR AND MATERIAL- - - - - \$ 7,547.00

1% STATE SALES TAX _ _ _ _ _ 75.47

INVOICE AMOUNT DUE- - - - - \$ 7,622.47

ALL (1) ACCESS TUNNELS (1-6 PAS. AIR TUNNEL) - CLEAN, LESS THAN 2 PPM BENZENE,
WITH AIR VENT. (MAIN TUNNEL)
ENTERED WITH RESTRICTIONS -
ENTR. W/ O RESPIRATOR
REMAINING CAPRY W/ FACE
FACE MASK USING ORGANIC CARTRIDGE
SAFE FOR HOT WORK

11 AUG 1952 - OFFICE OF CHANCELLOR

IN THE SUPREME COURT OF THE UNITED STATES

[- TERNAL ALBERTO VILLAS -]
[- TERNAL ALBERTO VILLAS -]
[- TERNAL ALBERTO VILLAS -]
[- TERNAL ALBERTO VILLAS -]

QUALIFICATIONS: Transfer of ballast manipulation of valves or closure equipment tending to alter conditions in pipe lines, tanks or compartments subject to gas accumulation, unless specifically approved in this Certificate, requires inspection and endorsement or release of Certificate for the spaces so affected. All lines, vents, heating coils, valves, and similarly enclosed appurtenances shall be considered "not safe" unless otherwise specifically designated.

STANDARD SAFETY DESIGNATIONS (partial list, paraphrased from NFPA 306 Subsections 2-3.1 through 2-3.5, and Subsection 6-3.2)

SAFE FOR WORKERS: Means that in the compartment or space so designated: (a) the oxygen content of the atmosphere is at least 19.5 percent by volume; and that, (b) toxic materials in the atmosphere are within permissible concentrations; and that, (c) the residues are not capable of producing toxic materials under existing atmospheric conditions while maintained as directed on the Marine Chemist's Certificate.

NOT SAFE FOR WORKERS: Means that in the compartment or space so designated, the requirements of Safe for Workers have not been met.

ENTER WITH RESTRICTIONS: Means that in any compartment or space so designated, entry for work may be made only if conditions of proper protective equipment, clothing, and time are as specified.

SAFE FOR HOT WORK: Means that in the compartment so designated: (a) oxygen content of the atmosphere is at least 19.5 percent by volume, with the exception of inerted spaces or where external hot work is to be performed; and that, (b) the concentration of flammable materials in the atmosphere is below 10 percent of the lower flammable limit; and that, (c) the residues are not capable of producing a higher concentration than permitted by (b) above under existing atmospheric conditions in the presence of fire, and while maintained as directed on the Marine Chemist's Certificate; and further, that, (d) all adjacent spaces containing or having contained flammable or combustible materials have been cleaned sufficiently to prevent the spread of fire, or are satisfactorily inerted, or, in the case of fuel tanks or lube oil tanks, or engine room or fire room bilges, have been treated in accordance with the Marine Chemist's requirements.

NOT SAFE FOR HOT WORK: Means that in the compartment so designated, the requirements of Safe for Hot Work have not been met.

SAFE FOR REPAIR YARD ENTRY: Means that the compartments and spaces of the flammable cryogenic liquid carrier so designated: (a) have been tested by sampling at remote sampling stations, and results indicate the atmosphere tested to be above 19.5 percent oxygen, and less than 10 percent of the lower flammable limit, or (b) are inert.

CHEMIST'S ENDORSEMENT. This is to certify that I have personally determined that all spaces in the foregoing list are in accordance with NFPA 306 Control of Gas Hazards on Vessels and have found the condition of each to be in accordance with its assigned designation.

"I, undersigned, acknowledge receipt of this Certificate under Section 2-8 of NFPA 306 and understands conditions and limitations under which it was issued."

This Certificate is based on conditions existing at the time the inspection herein set forth was completed and is issued subject to compliance with all qualifications and instructions.

NOTE: THIS CERTIFICATE IS VALID ONLY ON MARINE VESSELS.



S. B. A. SHIPYARDS, INC.

P. O. Box 1386
JENNINGS, LOUISIANA 70546
PHONE (318) 824-1519

Inland Tank Barge, "HOLLYWOOD 2513"
and/or OWNERS, and/or CHARTERS,
HOLLYWOOD MARINE, INC.
P.O. BOX 1343
Houston, Texas 77251

INVOICE NO. 7-1 (90)

WORK ORDER NO. #1166

DATE July 5, 1990

P. O. NO.

Attention: Mr. Willie Monson

INVOICE DUE UPON RECEIPT.

RED LETTER CLAUSE

We contract only upon the following terms, applicable to every contract; in the case of a vessel we have a lien upon the vessel for our bill; all time contracts are subject, without responsibility on our part, to delay in case of strike, labor difficulties, fire or causes beyond our control; or liability in case of defective workmanship or material is limited strictly to the proper replacement thereof. In respect of loss and/or damage to the vessel, we will not be responsible unless reported in writing within sixty days of delivery. This is in lieu of all other warranty.

Furthermore, we undertake to perform work on vessels and provide berth, warpage, towage and other services and facilities only upon condition that we shall not be liable in respect to any one vessel, directly or indirectly in contract, port or otherwise, to its owners, charterers or underwriters for any injury to such vessel, its cargo, equipment or movable stores, or for any consequences thereof, unless such injury is caused by our negligence or the negligence of our employees and in no event shall our aggregate liability to all such parties in respect for damage sustained by them, as a result of such injury, exceed the sum of \$300,000.00.

"In connection with the accident and/or indemnity and/or insurance clauses, if any, contained in your specifications relating to liability for personal injuries, please note that we do not agree to assume, insofar as they undertake to impose any liability or any obligations to take out or maintain insurance beyond the liabilities or the obligations to insure imposed upon us by law."

We Invoice your account for work in process on your Inland Tank Barge, the HOLLYWOOD 2513, work beginning May 21, 1990 through June 29, 1990, and still on going. Work as listed on the following page, and as directed by your Mr. Bill Swinney.

Investment in the Vessel, through 6/29/1990 \$105,378.00

Amount Due for This Partial Billing \$105,378.00

Checked By

MOORE BUSINESS FORMS, INC.

S.B.A. SHIPYARDS, INC.

foot of LA Hwy #3166
Jennings, LA 70546

INVOICE NO. 7-1 (90)
WORK ORDER NO. 1166
DATE: July 5, 1990

Inland Tank Barge HOLLYWOOD-2513
and/or OWNERS, and/or CHARTERS
HOLLYWOOD MARINE INC.
P.O. BOX 1343
Houston, Texas 77251

Attention: Mr. Willie Monson

Invoice for work in process on Hollywood Tank Barge, 2513; 5/21/90,
through 6/29/90, as follows, as directed by Bill Swinney.

1. Labor performing the following:
GAS FREE and clean 12 cargo tanks, Forward and After Rakes, Deck
slop tanks, Steam Coils, Steam Pipe Lines and Hose Booms and deck
headers, Safe for men, Safe for Fire.
Obtain a GAS FREE Chemist Certificate.
2. Shift Vessel to Marine Railway and Drydock for Sonic guaging and ~~report~~
3. Remove Pump and Power Unit and place on owners trailer. Remove slop
tanks to renew deck plating under the same.
4. Crop and started renewing Port and StarBoard $\frac{1}{2}$ " plate, Knuckles -
shaped, Cropping and renewing Bottom plate, Stern Transom and
Internals in Stern Rake and cargo tanks as directed.
5. Sand Blasted and Coated Port Side and $1\frac{1}{2}$ StarBoard Side, Stern
Transverse and Bow Rake.
6. Total Labor in Vessel through 6/29/90,
3,345 man hours at \$19.50 per man hour \$ 65,228.00
7. Warehouse supplies for this period:
such as welding wire, rods, gas, oxygen, burning tips,
steel from stock and miscellaneous 10,164.00
8. Direct Purchases such as Steel, Plate and Structural, and Sand.... 29,986.00
Investment in the Vessel, as of 6/29/90 \$105,378.00

S.B.A. SHIPYARDS, INC.

foot of LA Hwy #3166
Jennings, LA 70546

INVOICE No.: 8-1 (90)
WORK ORDER No. 1166
DATE: August 17, 1990

INLAND TANK BARGE, "HOLLYWOOD-2513"
and/or OWNERS, and/or CHARTERS,
HOLLYWOOD MARINE, INC.
P. O. Box 1343
Houston, Texas 77251

Invoice for cleaning, GAS FREEing, shifting, docking, undocking,
Blasting and Coating, and steel renewals, external and internal as
authorized by Mr. Bill Swinney, for the Hollywood Barge #2513, and as
listed.

1. GAS FREE and clean, a 20,000 barrel tank barge with 12 main tanks
and trim tanks Aft, Forward and After Rake tanks. Forward Rake
tank contained oil and water. Cleaned slop tank on deck, steam-
coils, pipe lines and Hose Booms; Steamed and Blown. Vessel safe
for men and fire. Pick-up and bucket out 55 barrels of heavy rust,
mud and scale; rewash tanks with detergent.
Labor, Materials and Equipment \$ 14,786.00
2. Furnish GAS FREE Chemist Certificate 300.00
3. Shift vessel to Marine Railway slip; Drydock, Lay-time and undock 1,600.00
4. (a.) Steel work: Plate and structural as per itemized list given
to Mr. Swinney, and as requested by Mr. Swinney, including
internals in tanks, Stern Rake, Deck, Forward Rake, etc.
114,299 LBS of plate and structural at \$1.50 per LB, quoted
price.
Labor and Materials 171,449.00

(b.) Crop and renew or replace Fifteen 4' x 1' x 1 1/4" Rub Pads,
seven (7) per side and one on the stern.
Quoted price, Labor and Materials 2,880.00
5. U.S. Coast Guard Bi Annual and docking as required, signs, P/V valves
removed, cleaned resealed light stands and remote shut down.
Quoted, Labor and Materials 1,500.00
6. Test 13 tanks, Rake end, Air-test at 2 1/2# soat and water spray;
Test Internal BulkHeads, re-test for U.S. Coast Guard.
Quoted, Labor and Materials 1,800.00

ENCLOSURE B

**SBA SHIPYARD SUPERFUND SITE
JENNINGS, JEFFERSON DAVIS PARISH, LOUISIANA
GENERAL NOTICE LETTER**

SMALL BUSINESS RESOURCES FACT SHEET



Office of Enforcement and Compliance Assurance
INFORMATION SHEET

U. S. EPA Small Business Resources

If you own a small business, the United States Environmental Protection Agency (EPA) offers a variety of compliance assistance and tools to assist you in complying with federal and state environmental laws. These resources can help you understand your environmental obligations, improve compliance and find cost-effective ways to comply through the use of pollution prevention and other innovative technologies.

Hotlines, Helplines and Clearinghouses

EPA sponsors approximately 89 free hotlines and clearinghouses that provide convenient assistance regarding environmental requirements.

The National Environmental Compliance Assistance Clearinghouse provides quick access to compliance assistance tools, contacts, and planned activities from the U.S. EPA, states, and other compliance assistance providers.
www.epa.gov/clearinghouse

Pollution Prevention Clearinghouse
www.epa.gov/opptintr/library/ppicindex.htm

EPA's Small Business Ombudsman Hotline provides regulatory and technical assistance information.
(800) 368-5888

Emergency Planning and Community Right-To-Know Act
(800) 424-9346

National Response Center (to report oil and hazardous substance spills)
(800) 424-8802

Toxics Substances and Asbestos Information
(202) 554-1404

Safe Drinking Water
(800) 426-4791

Stratospheric Ozone Refrigerants Information
(800) 296-1996

Clean Air Technology Center
(919) 541-0800

Wetlands Helpline
(800) 832-7828

EPA Websites

EPA has several Internet sites that provide useful compliance assistance information and materials for small businesses. If you don't have access to the Internet at your business, many public libraries provide access to the Internet at minimal or no cost.

EPA's Home Page
www.epa.gov

Small Business Assistance Program
www.epa.gov/ttn/sbap

Compliance Assistance Home Page
www.epa.gov/compliance/assistance

Office of Enforcement and Compliance Assurance
www.epa.gov/compliance

Small Business Ombudsman
www.epa.gov/sbo

Innovative Programs for Environmental Performance
www.epa.gov/partners



Compliance Assistance Centers

In partnership with industry, universities, and other federal and state agencies, EPA has established Compliance Assistance Centers (Centers) that provide information targeted to industries with many small businesses. All Centers can be accessed at <http://www.assistancecenters.net>

Metal Finishing

(1-800-AT-NMFRC or www.nmfrc.org)

Printing

(1-888-USPNEAC or www.pneac.org)

Automotive Service and Repair

(1-888-GRN-LINK or www.ccar-greenlink.org)

Agriculture

(1-888-663-2155 or www.epa.gov/agriculture)

Printed Wiring Board Manufacturing

(1-734-995-4911 or www.pwbrc.org)

Chemical Industry

(1-800-672-6048 or www.chemalliance.org)

Transportation Industry

(1-888-459-0656 or www.transource.org)

Paints and Coatings

(1-800-286-6372 or www.paintcenter.org)

Construction Industry

(www.cicacenter.org)

Automotive Recycling Industry

(www.ecarcenter.org)

US / Mexico Border Environmental Issues

(www.bordercenter.org)

State Agencies

Many state agencies have established compliance assistance programs that provide on-site and other types of assistance. Contact your local state environmental agency for more information or call EPA's Small Business Ombudsman at (800)-368-5888 or visit the Small Business Environmental Homepage at <http://www.smallbiz-enviroweb.org>

Compliance Incentives

EPA provides incentives for environmental compliance. By participating in compliance assistance programs or voluntarily disclosing and promptly correcting violations before an enforcement action has been initiated, businesses may be eligible for penalty waivers or reductions. EPA has two policies that potentially apply to small businesses. The Small Business Policy (<http://www.epa.gov/compliance/incentives/smallbusiness>) and

Audit Policy (<http://www.epa.gov/compliance/incentives/auditing>)

Commenting on Federal Enforcement Actions and Compliance Activities

The Small Business Regulatory Enforcement Fairness Act (SBREFA) established an ombudsman ("SBREFA Ombudsman") and 10 Regional Fairness Boards to receive comments from small businesses about federal agency enforcement actions. The SBREFA Ombudsman will annually rate each agency's responsiveness to small businesses. If you believe that you fall within the Small Business Administration's definition of a small business (based on your North American Industry Classification System (NAICS) designation, number of employees or annual receipts, defined at 13 C.F.R. 121.201, in most cases, this means a business with 500 or fewer employees), and wish to comment on federal enforcement and compliance activities, call the SBREFA Ombudsman's toll-free number at 1-888-REG-FAIR (1-888-734-3247).

Every small business that is the subject of an enforcement or compliance action is entitled to comment on the Agency's actions without fear of retaliation. EPA employees are prohibited from using enforcement or any other means of retaliation against any member of the regulated community because the regulated community previously commented on its activities.

Your Duty to Comply

If you receive compliance assistance or submit comments to the SBREFA Ombudsman or Regional Fairness Boards, you still have the duty to comply with the law, including providing timely responses to EPA information requests, administrative or civil complaints, other enforcement actions or communications. The assistance information and comment processes do not give you any new rights or defenses in any enforcement action. These processes also do not affect EPA's obligation to protect public health or the environment under any of the environmental statutes it enforces, including the right to take emergency remedial or emergency response actions when appropriate. Those decisions will be based on the facts in each situation. The SBREFA Ombudsman and Fairness Boards do not participate in resolving EPA's enforcement actions. Also, remember that to preserve your rights, you need to comply with all rules governing the enforcement process.

EPA is disseminating this information to you without making a determination that your business or organization is a small business as defined by Section 222 of the Small Business Regulatory Enforcement Fairness Act (SBREFA) or related provisions.

ENCLOSURE C

**SBA SHIPYARD SUPERFUND SITE
JENNINGS, JEFFERSON DAVIS PARISH, LOUISIANA
PARTIES RECEIVING GENERAL NOTICE LETTER**

Allied Towing
c/o Allied Towing Service LLC
Francis J. Lobrano
Registered Agent for Allied Towing Service LLC
147 Keating Dr.
Belle Chasse, Louisiana 70037

Allied Towing
c/o Allied Towing Service LLC
12608 Hwy 23
Belle Chasse, Louisiana 70037

Koppers Company Inc.
c/o Beazer East Inc.
Jill M. Blundon
Registered Agent for Beazer East Inc.
436 Seventh Ave.
Pittsburgh, Pennsylvania 15219

Koppers Company Inc.
c/o Beazer East Inc.
99 Wood Ave. South
Iselin, New Jersey 08830

Koppers Company Inc.
c/o Beazer East, Inc.
1910 Cochran Rd., Suite 200
Pittsburgh, Pennsylvania 15220

Higman Marine Service
c/o Higman Services Corporation
CT Corporation System
Registered Agent for Higman Services Corporation
5615 Corporate Blvd., Suite 400B
Baton Rouge, Louisiana 70808

Higman Marine Service
c/o Higman Services Corporation
Attn: Legal Department
1980 Post Oak Blvd., Suite 1101
Houston, Texas 77056

Ingram Barge Co.
CT Corporation System
Registered Agent for Ingram Barge Co.
5615 Corporate Blvd., Suite 400B
Baton Rouge, Louisiana 70808

Ingram Barge Co.
4400 Harding Road
Nashville, Tennessee 37205

Hall-Buck Marine
c/o Kinder Morgan Bulk Terminals Inc.
CT Corporation System
Registered Agent for Kinder Morgan Bulk Terminals Inc.
5615 Corporate Blvd., Suite 40B
Baton Rouge, Louisiana 70808

Hall-Buck Marine
c/o Kinder Morgan Bulk Terminals Inc.
Attn: Legal Department
7116 Hwy 22
Sorrento, Louisiana 70778

Hollywood Marine Inc.,
c/o Kirby Inland Marine, LP
Registered Agent
d/b/a CSC-Lawyers Incorporating Service Company
211 E. 7th Street, Suite 620
Austin, Texas 78701-3136

Hollywood Marine Inc.
c/o Kirby Inland Marine LP
Corporation Service Co.
Registered Agent for Kirby Inland Marine LP
320 Somerulos St.
Baton Rouge, Louisiana 70802-6129

Hollywood Marine Inc.
c/o Kirby Inland Marine LP
Attn: Legal Department
55 Waugh Dr., Suite 1000
Houston, Texas 77007

Steuart Transportation Company
Registered Agent
National Registered Agents, Inc., of MD
351 W. Camden Street
Baltimore, Maryland 21201

Steuart Transportation Company
5454 Wisconsin Avenue, Suite 1600
Chevy Chase, Maryland 20815

Sabine Towing
c/o Sabine Towing & Transportation Co. Inc.
CT Corporation System
Registered Agent for Sabine Towing & Transportation Co.
Inc
5615 Corporate Blvd Suite 400B
Baton Rouge, Louisiana 70808

Sabine Towing & Transportation Co. Inc.
c/o Sequa Corporation
Attn. Legal Department
300 Blaisdell Rd.
Orangeburg, New York 10962

Sun Oil Company
c/o Sunoco, Inc
Corporation Service Company
Registered Agent for Sunoco, Inc.
1703 Laurel Street
Columbia, SC 29201

Sun Oil Company
c/o Sunoco, Inc
1735 Market Street, Suite LL
Philadelphia, Pennsylvania 19103

Sun Oil Company
c/o Sunoco, Inc
Kevin Dunleavy, Chief Counsel
Law Department,
1735 Market Street, Suite LL
Philadelphia, PA 19103

Sun Terminals of Louisiana
c/o Sunoco, Inc
Corporation Service Company
Registered Agent for Sunoco, Inc.
1703 Laurel Street
Columbia, SC 29201

Sun Terminals of Louisiana
c/o Sunoco, Inc.
1735 Market Street, Suite LL
Philadelphia, Pennsylvania 19103

Sun Terminals of Louisiana
c/o Sunoco, Inc
Kevin Dunleavy, Chief Counsel
Law Department
1735 Market Street, Suite LL
Philadelphia, PA 19103

State of Louisiana
Department of Transportation &
Development (DOTD)
P O Box 94245
Baton Rouge, Louisiana 70802

State of Louisiana
Department of Transportation &
Development (DOTD)
Brandon Brown, General Counsel
P O Box 94245
Baton Rouge, Louisiana 70802

State of Louisiana
Department of Transportation &
Development (DOTD)
Kevin Reed, Ferry Systems Engineer
P.O. Box 94245
Baton Rouge, Louisiana 70802